

IN THE CLAIMS

Please amend the claims to read as follows:

Listing of Claims

1. (Currently Amended) A method of switching for carrying out switchover, on a radiofrequency landing system {1} of an aircraft, between at least:

[[-]] a first input {5} of a radiofrequency receiver {4} of the radiofrequency landing system {1}, which input is connected to a first antenna {2} disposed on a lower part of the aircraft and receives a first signal; and

[[-]] a second input {6} of the radiofrequency receiver {4} of the radiofrequency landing system {1}, which input is connected to a second antenna {3} disposed on an upper part of the aircraft and receives a second signal, wherein:

[[-]] on initialization, switchover occurs to the input {5, 6} whose signal exhibits the highest level;

[[-]] after the initialization phase:

[[-]] a first value of a parameter, in relation to the aircraft, and a second value of this same parameter, in relation to the runway, is determined;

[[-]] the difference between these first and second values is computed; and

[[+]] switchover occurs to one of said first and second inputs ~~{5, 6}~~, as a function of this difference; and
[[+]] at least one hysteresis loop ~~{S1, S2, S3, S4}~~ around the switching values is provided.

2. (Original) The method as claimed in claim 1, wherein said parameter is the azimuth.

3. (Currently Amended) The method as claimed in claim 2, wherein, on initialization, switchover occurs to one of said inputs ~~{5, 6}~~ only if the level of the corresponding signal is sufficient to determine the azimuth of the aircraft.

4. (Currently Amended) The method as claimed in claim 2, wherein if, on initialization, the two inputs ~~{5, 6}~~ exhibit the same signal level, switchover occurs to said first input ~~{5}~~.

5. (Currently Amended) The method as claimed in claim 2, wherein a value of azimuth ~~{AZ}~~ of the aircraft is determined on the basis of the signal received and this value of azimuth ~~{AZ}~~ is compared to predetermined first and second values ~~{AZ1, AZ2}~~, and wherein:

[[-]] when this value of azimuth $\langle AZ \rangle$ lies between said predetermined first and second values $\langle \overline{AZ1}, \underline{AZ1} \rangle$, a first mode of switchover $\langle ME1 \rangle$ is implemented; and

[[-]] when this value of azimuth $\langle AZ \rangle$ is less than or equal to said first value $\langle \overline{AZ1} \rangle$ or greater than or equal to said second value $\langle \underline{AZ1} \rangle$, a second mode of switchover $\langle ME2 \rangle$ is implemented.

6. (Currently Amended) The method as claimed in claim 5, wherein, to implement said first mode of switchover $\langle ME1 \rangle$:

[[-]] a first signal level $\langle N_{inf} \rangle$ of said first signal emanating from said first antenna $\langle 2 \rangle$ is compared to a second signal level $\langle N_0 \rangle$ recorded; and

[[-]] when said first signal level $\langle N_{inf} \rangle$ is greater than said second signal level $\langle N_0 \rangle$, switchover occurs to said first input $\langle 5 \rangle$;

[[-]] otherwise, said second mode of switchover $\langle ME2 \rangle$ is implemented.

7. (Currently Amended) The method as claimed in claim 6, wherein said second signal level $\langle N_0 \rangle$ is obtained by averaging, over a predetermined duration, the signal present on the input $\langle 5, \overline{6} \rangle$ to which switchover occurs first.

8. (Currently Amended) The method as claimed in claim 5, wherein, to implement said second mode of switchover ~~{MC2}~~, switchover occurs to the input ~~{5, 6}~~ which exhibits the highest signal.

9. (Withdrawn) The method as claimed in claim 1, wherein said parameter is the heading.

10. (Withdrawn) The method as claimed in claim 9, wherein the discrepancy between the heading of the aircraft and the heading of the runway is computed, and wherein, when this discrepancy is less than a predetermined value, switchover occurs to said first input ~~{1}~~, otherwise switchover occurs to the input ~~{5, 6}~~ which exhibits the highest signal.

11. (Withdrawn) The method as claimed in claim 9, wherein, at least before switchover to the first input ~~{5}~~, one verifies whether a signal is present on this first input ~~{5}~~, and wherein the switchover to said first input ~~{5}~~ is carried out only if a signal is present.

12. (Currently Amended) A switching device for carrying out switchover, on a radiofrequency landing system {1} of an aircraft, between at least:

[[-]] a first input {5} of a radiofrequency receiver {4} of said radiofrequency landing system {1}, which input is for being connected to a first antenna {2} disposed on a lower part of the aircraft and receives a first signal; and

[[-]] a second input {6} of the radiofrequency receiver {4} of said radiofrequency landing system {1}, which input is for being connected to a second antenna {3} disposed on an upper part of the aircraft and receives a second signal, which device comprises means {8} able to implement the method specified in claim 1.

13. (Currently Amended) An aircraft radiofrequency landing system comprising:

[[-]] a first antenna {2}, which is disposed on a lower part of the aircraft;

[[-]] a second antenna {3}, which is disposed on an upper part of the aircraft; and

[[-]] a radiofrequency receiver {4} comprising;

[[-]] a first input {5}, which is connected to said first antenna {2};

[[•]] a second input {6}, which is connected to said second antenna {3};

[[•]] an information processing unit {7}; and

[[•]] a switching device {8} disposed between said inputs {5, 6} and said information processing unit {7} so as to carry out switchover between said first and second inputs {5, 6}, wherein

said switching device {8} is of the type of that specified in claim 12.